

STREET CUT REQUIREMENTS AND CONTRACTOR RESPONSIBILITIES

PLANNING – It is essential to plan your street cut well in order to insure a safe work zone, minimize traffic disruption, and avoid possible liabilities. If you have any questions after reading this outline, please contact the City of Bloomington Engineering Department at (812) 349-3417 between the hours of 8 a.m. to 5 p.m. Monday through Friday excluding holidays and weekends.

SIGNAGE – Whether you are working in a low traffic alley or a major thoroughfare, it is your responsibility to provide signs, barricades, fencing, flagmen, cones, and any other items necessary to adequately inform, direct, and protect the public.

SAFETY – Any job that represents a safety hazard or creates undue traffic confusion will be immediately ordered to stop work, backfill the excavation, and shut down the project until the situation is remedied to the satisfaction of the City Engineer.

SIGN CRITERIA – All signs must comply with the M.U.T.C.D. (Manual of Uniform Traffic Control Devices) Standards for size, demarcation, and reflectivity. Placement and spacing must be in accordance with State of Indiana and O.S.H.A. guidelines.

TRAFFIC MAINTENANCE – All necessary signage must be in place before work begins. If restricted two-way traffic flow can be maintained, a flagman must be utilized at all times while work is in progress. Reflectivized cones should be used to channel traffic in the most effective manner possible.

SCHEDULING – All work should be scheduled to accommodate the community as much as possible. Work sites should be secured by 4 p.m. and all overnight barricading must be reflective and include properly working flashers. Work in arterial streets must be coordinated to avoid peak traffic flow period disruption. Certain areas may require that work be performed between 10 p.m. and 6 a.m. providing that the noise ordinance issues have been addressed.

TIME LIMITS – All Street cuts must be completed within 5 days. Cuts on Arterial streets must be completed within 2 days. Any cuts requiring longer duration require prior approval from the City of Bloomington Engineering Department.

CLEANLINESS – Work sites and surrounding areas must be kept clean, uncluttered, and free of debris, dust and gravel should be swept up at the end of each workday or more often if necessary.

LOCATIONS – Under Indiana Public Law #I.S. 69-1990, it is the responsibility of the contractor to verify the

EROSION CONTROL – All soils and aggregates must be contained at the work site and effective measures must be taken to prevent materials from being tracked onto streets or eroding into the storm water system.

JOINTS AND SAWING – Sidewalks sections shall be removed to the nearest construction or expansion joint. All cuts shall be saw cut through the full depth of the concrete section and be perpendicular to the run of the walk.

STREET CUT INSPECTION REQUIREMENTS

Inspections are required at the following times during the street cut work:

1. **Backfilling** – The trench will be checked for proper depth, width, line spacing, bedding, and compaction of backfill material.
2. **Pouring of Concrete** – The pour will be checked for proper mix, thickness, and leveling height.
3. **Surface Restoration** – Asphalt will be checked for proper mix, temperature and compaction. Concrete will be checked for level and finish.

STREET CUT LEGAL REQUIREMENTS

BONDING – A 2 year, \$3,000.00 warranty or surety bond specifically written for street work in the City of Bloomington must be posted by any contractor preparing to excavate in streets, alleys, sidewalks, or other public right-of-way. Additional bonding may be required for large-scale projects. Proof of adequate bond must be on file at the City of Bloomington Engineering Department before a permit will be issued.

DEFAULT – If a repair fails within 2 years of its completion, the contractor will be notified to reconstruct the patch. If the contractor does not comply, or cannot be reached within a specified period deemed necessary by the City Engineer, the work will be completed by the City of Bloomington or a contractor hired by the City to bring the patch to acceptable standards and funding will be drawn from the insurance bond.

FINES – Any contractor beginning work before being issued the proper permit will be fined 3 times the permit fee plus the permit fee (not to exceed \$300.00).

LIABILITY – All liabilities directly attributable to the cut or associated work are the responsibility of the contractor to which the permit is issued. Any claims submitted to the City of Bloomington will be forwarded accordingly.

location of all utility lines within the proposed work area. There is a toll free telephone number to call (1-800-382-

5544) to arrange the locations for all relevant utilities. A minimum of 48 hours notice in advance of the excavation is required unless there is an emergency situation. Any damage to utilities due to neglect or carelessness while excavating will result in the contractor being billed for the cost of repairs.

PROPER NOTIFICATION – WHO TO CALL

When it is necessary to close a street for repair work, the following agencies must be notified 48 hours prior to the closure so that alternative routes can be planned:

City of Bloomington Engineering	349-3417
City of Bloomington Police	339-4477
City of Bloomington Fire Department	332-9763
City of Bloomington Transit	332-5688
Monroe County Community School	330-7700
Bloomington Hospital Ambulance Service	336-9894
Indiana University Bus Service	855-8384

STREET CUT REPAIR REQUIREMENTS

TRENCH – All excavations must be a minimum of 18 inches in width. Any excavation deeper than 2 inches shall be properly fenced or barricaded and made inaccessible to vehicular or pedestrian traffic.

SHORING – Any excavation over 5 feet in depth must be properly shored or sloped in a manner compliant with I.O.S.H.A. standards. Work areas deemed dangerous by this department will be reported to I.O.S.H.A.

BEDDING – Underground utility lines must be bedded to the spring line with #11 stone. A minimum of 4 inches of bedding is required under the pipe in soil, and 6 inches in rock.

BACKFILL – Moistened #53 aggregate should be compacted in 6 inch lifts to within 11 inches of the surface. All compaction is to be performed by a tamping machine or whacker, wheel rolling or hand tamping is not acceptable.

CONCRETE SURFACE – 11 inches of 4000 P.S.I. Portland cement should be poured in place. In cooler weather or situations that require minimal downtime, a 1% to 2% calcium additive may be used to promote faster setup and cure times. The surface must be leveled and finished in a manner consistent with the surrounding street surface.

ASPHALT SURFACE – 9 inches of 4000 P.S.I. Portland cement should be poured in place within 2 inches of the surrounding surface and allowed to harden to a degree sufficient enough to withstand traffic. The remaining 2

inches is to be filled with #11 MV surface grade asphalt and compacted with a half-ton or larger roller to a level consistent with the surrounding pavement.

STRIPING AND OTHER SURFACE MARKINGS – Lane striping, crosswalks, stop bars, tactile indicators, or other surface markings must be replaced with similar methods and materials.

TEMPORARY SURFACE – Backfill should be compacted to within 3 inches of the surface. Bituminous cold patch or hot mix should then be tamped into place and leveled with surrounding surface. In high traffic areas during winter months 2 inches of concrete separated by a layer of plastic film may be used and later be replaced with asphalt as soon as it is available.

PLATING – Unfinished street cuts in high traffic areas should be plated for overnight usage until the completion of the patching process takes place. Plates should be tacked in place to prevent movement.

CUTBACK – All cuts shall be cut in straight lines at right angles to a minimum depth of 3 inches at least 8 inches away from the outer edge of the excavation.

STREET CUT EXCEPTIONS

In some cases, it may be necessary or beneficial for the city to alter the general specifications of street cuts. For instance, in areas scheduled for major renovations or improvements, it may not be advisable to deposit large amounts of concrete in an area where a significant grade change is planned. Or in areas where asphalt overlays are planned and surface grinding is not scheduled, concrete may be placed level to the existing surface. Any variation on the standard specifications must be reviewed and approved on a case by case basis by the City of Bloomington Engineering Department before the final patching stage is started.